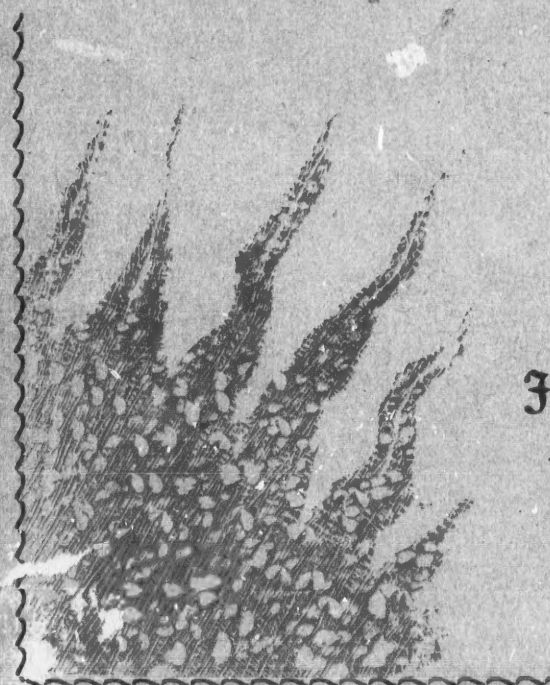


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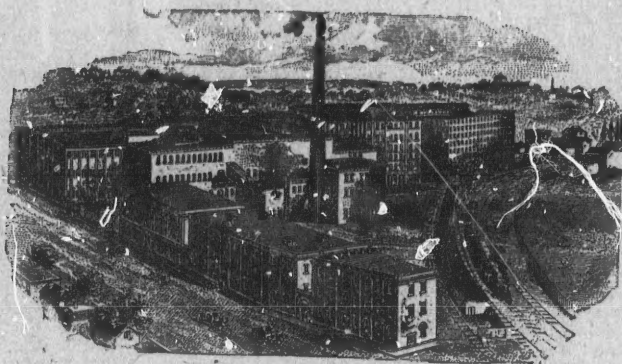
St. John's Newfoundland



July 8,
1892.



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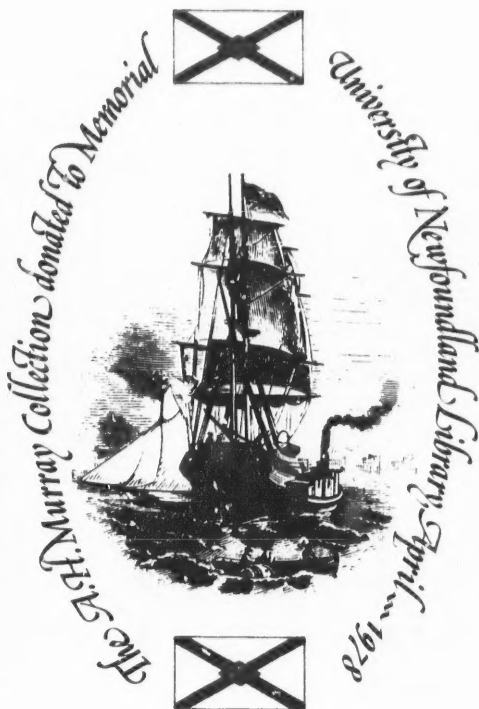
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AMERICAN NET & TWINE CO.

For more than half a century our Company has catered for the fishermen of Newfoundland in our manufactures.

We were never, in our history, better prepared to take the very best care of their wants than at the present moment.

The Twines from which we make our Nettings are manufactured by ourselves directly from the raw materials (unlike any other company in America); this gives reliability in lay, finish, and in strength, without which the best results cannot be obtained.

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We guarantee the best work at the lowest market rates.

ESTABLISHED IN 1842.

CAPITAL, \$350,000.

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GOLD MEDAL, PARIS, 1878.

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FROM WHICH THE EXCESS OF OIL HAS BEEN REMOVED,
Is Absolutely Pure and it is Soluble.

No chemicals are used
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has more than Three
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a Cup. It is delicious,
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and admirably adapted
for invalids as well as
for persons in health.

ASK YOUR GROCER FOR IT. ALLOW NO SUBSTITUTION.

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One Cent
delicious,
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EAST END OF THE CITY OF ST. JOHN'S, DESTROYED BY FIRE ON JULY 8-9, 1892.



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THE GREAT FIRE
IN
ST. JOHN'S, NEWFOUNDLAND
JULY 8, 1892

BOSTON

1892

Press of
Rockwell and Churchill
BOSTON





SALUTATORY.

THE terrible conflagration at St. John's, Newfoundland, whereby from \$15,000,000 to \$20,000,000 of property was wiped out of existence by the fire fiend in a few hours and 10,000 people left homeless has shocked and pained the civilized world. Here was a city prosperous, intelligent, and powerful, almost obliterated in a few hours.

Boston forwarded, in money and goods, nearly \$16,000; all these gifts coming in with sympathy and heartiness that made them doubly acceptable. Of this effort of relief, and of the calamity which called it forth, the following pages are published as a memorial record.

To all who contributed to this worthy cause the Executive Committee, on behalf of the fire sufferers, return their most grateful thanks. St. John's has from the inception of her history enjoyed a world-wide reputation for the generosity of its people—an appeal made to them for the relief of others had never once been unheeded. So, in turn, while the fire was smouldering in the ruins of the fairest portion of their city, relief came pouring in from the outside world through every available channel.

The history of the fire contained in this volume is the work of the Rev. MOSES HARVEY, well known to all lovers of the Island, author of a history of Newfoundland and a writer of wide repute on natural history and other subjects. He had the mournful privilege of seeing the beginning, the terrifying growth, and the tardy arrest of the conflagration. His account of it gives a literary and historic value to this SOUVENIR; while the contribution of Mr. HENRY O'MEARA, our young Boston poet, himself a native of the city of St. John's, still adds to its value.

In addition to this our generous friends will find herein an account of our stewardship, with credit given to every contributor whose name could be ascertained.

THE EXECUTIVE COMMITTEE.



ORGANIZATION.

ON Saturday morning, July 8, the newspapers of Boston contained the startling intelligence that the city of St. John's, Newfoundland, was swept by fire the previous night. On the following Sunday evening a number of Newfoundlanders met at America Hall, and after talking over the sad news and pledging their assistance, adjourned to meet on the following Thursday evening. Meanwhile every person present promised to interest himself in reaching Newfoundlanders living in outlying towns and cities, informing them of the meeting to be held, and, if possible, to secure their presence on that evening. As a result the largest body of Newfoundlanders ever brought together at one meeting in the city of Boston met at America Hall, on Thursday evening, July 14. The permanent organization was as follows:

Chairman. — Hon. William Taylor.

Secretary. — William Whittle.

Treasurer. — Edward T. Russell.

Assistant Treasurer. — John G. Pike.

Financial Secretary. — Robert J. Druhan.

Executive Committee.

Hon. William Taylor,
William Whittle,
Edward T. Russell,
John G. Pike,
Robert J. Druhan,
John P. McCormick,

Rev. A. B. Hudson,
M. M. Breen,
Nicholas Sullivan,
Thomas Kevin,
Thomas Higgins,
John W. O'Ryan.

Committees were appointed in the following cities and towns from among the Newfoundlanders residing therein:

BRIGHTON. — Matthew Murphy, Chairman; William Cunningham, M. Rielly, M. M. Breen, J. Kennedy, John Foley, Michael Murphy.

BROCKTON. — Alexander Morton, Chairman; Thomas Brien, Thomas J. Regan.

CAMBRIDGEPORT. — Dr. Jos. D. Couch.

CHARLESTOWN. — Michael Rogers, Chairman ; F. Fleming, Garrett Dooley, James Dooley, James Britt, Michael Manning.

CHELSEA. — Archibald Prior, Chairman ; John Power, Herbert Dowden, Thomas Parsons, Richard Parsons, Stephen Breaker.

EAST BOSTON. — M. J. Crotty, Chairman ; Daniel Kiley, Thomas Ryan, Nicholas J. Ryan, Edward Gardiner, Richard Power, Michael Fitzgerald.

EAST CAMBRIDGE. — John P. McCormick, Chairman ; Peter Shortell, John Gleason.

EVERETT. — James Bolger, Chairman ; E. M. Archibald, Thomas Kenney, Charles Wilson, James McAuliffe, James W. Childs.

LYNN. — Robert Evans, Chairman ; Harry Mews, P. J. Murphy, Joseph Pike.

MALDEN. — William Barrett.

MILVILLE. — Patrick Heneberry, Chairman ; Charles Duffey, William Mountain, William Parnell, Robert Powell, Richard Glynn, Michael Ryan.

NEWTON. — Richard J. Morrissey, Chairman ; M. Moore, P. J. Powers.

NORTH END. — Edward Walsh, Chairman ; Thomas Kevin, P. J. Cody, Patrick Bowe, Peter Hogan, Thomas Fitzgerald, T. Lee.

OLD CAMBRIDGE. — Gilbert Pynn, Chairman ; W. Eastman, E. M. Phelan.

QUINCY. — David Fitzgerald, Chairman.

ROXBURY. — John T. McCarthy, Chairman ; John J. Hally, P. J. Brazil, John T. Kennedy, Andrew Hughes, Thomas Lanahan, James Smart.

SOMERVILLE. — Edward Pynn, Chairman ; Joseph G. Gallishaw, Robert J. Druhan, John Cotter.

SOUTH BOSTON. — Dennis J. Cantwell, Chairman ; P. J. Feehan, Louis J. Duchemin, James L. Fitzgerald, Thomas Burns, Michael J. Renison, John F. Dempsey.

SOUTH END. — William Whittle, Chairman ; P. J. Mansfield, M. W. Dooley, Thomas Mackay, Thomas Morrissey, D. J. Reddin.

The committees went to work with a determination to realize a handsome sum for the sufferers, and they succeeded admirably, having collected in money and clothing [new clothing alone entering into this estimate] the sum of \$15,896.80. On Saturday afternoon, Aug. 6, the schooner "Carita" sailed for St. John's, chartered by the Executive Committee, and having on board a miscellaneous cargo of provisions and merchandise valued at \$8,000. On October 18 the schooner "Alta" was despatched. By her the Committee sent 625 barrels of flour and other breadstuffs. It should be said here that the \$3,460 collected by Messrs. Stratton, Little, & Co. and Edward T. Russell was sent by them to St. John's in cash.



AN APPEAL.¹

THE friends of Newfoundland appeal to the people of Boston in behalf of the chief city of that country, suffering now what may be a mortal calamity. Boston's aid has always been freely given to her suffering neighbors.

St. John's is a city of something over thirty thousand inhabitants, largely engaged in the fisheries. Shops of merchants and artisans are in ashes, so that work on shore is gone. At this season the fishermen are off along the coast, down to Labrador, or out on the banks, working hard that they may be able to lay by something for the hard winter. They have left at home their wives and children and the helpless old. They will get news of the fire from passing vessels, and whether they hasten home or not, what hope have they?

These sad and scanty details help out the meaning of Sunday morning's news that fifteen thousand people are homeless, and twenty million dollars' worth of property destroyed.

What can Boston do? Send food. St. John's is nearer than Russia. St. John's is your neighbor. Her sons are your fellow-citizens. Her working people are out of work, homeless, and starving. She needs and asks your help, and Boston is old at the business of charity. Aid in any shape will be acceptable. We are prepared to take care of any contributions given in money, clothing, or the necessities of life. All assistance will be thankfully received at the headquarters of the Relief Committee, 143 Harrison avenue, where the Secretary will be in daily attendance from 8 A.M. to 8 P.M.

WILLIAM TAYLOR, *Chairman.*

WILLIAM WHITTLE, *Secretary.*

¹ This is the Appeal that was sent out from headquarters by the Executive Committee to the people of Boston and vicinity.



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King Henry VI.



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Add, on page 9 :

Millville Committee, additional	\$129 00
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Moley, M. I. Brennan, R. Kelleher R. T. Richie, A. Richards, A Friend, Robert Owen, Wm. Lohm, Patrick, H. McLaughlin, J. J. Hall, Stephen Smith, Wm. J. Cunningham, E. A. man, Emory Hoar, B. Y. Mitchell, P. J. Syme, Cash, Jas. McPherson, W. F. G., F. M. A. Downey, Bruce Ware, C. E. Coffin, M. T. Martin, J. N. B. con, G. H. Morgan, G. P. Atkins, John J. C., "W. F. H.," Cash, Mrs. Whiteway, Wm. Finn, John Wearis, A. Friend, Mrs. Franey, A Friend, Sallie A. McGrath, Cash P. H. O'Brien, A. G. Furnim, J. B. Murphy, Cash, W. H. Ryan, F. H. Harrington, W. Bennett, W. R. Cook, R. D. Colleg, John Mulcahy, A. B. Dunham, G. A. Neaugram, L. O. Robins Lambert Chas, P. B. Hitton, Chas. Moore, John Morrissey, Michael Keough, A Friend, J. P. Martin, T. Sullivan, W. Hickey, James Johnson, Martin Foley, Richard Lawson, Joe Christie, Mrs. B. Christie, W. Forsyth, M. Keough, H. Milligan, W. McGrath S. Butler, G. A. Hosley, E. Powers, L. C. Mackey, M. Donovan, John J. Doyle, G. Ed. S. Davis, E. A. Plummer, F. McGwigin, T. Gooman, J. Horton, Mary Boland, J. O. Hyman, W. F. McGiuch, John Brown, Jr., T. L. Brown, J. W. Ross, S. Nehpets, M. L. Streeter, J. P. Mullin, J. E. Histop, W. J. Costello, W. A. Pingree, F. G. Maliff, A. L. Shepard, Alexander T. Brown, John Daley, F. J. Walsh, Minnie Pendergast, Bride Pendergast, Jennie E. Croft, A. Prior, F. Ownes, G. F. Mansfield, Chas. E. Ward, A. M. Lowe, Chas. J. McGeary, Chas. W. Earley, Jas. Smith, J. H. Lauton, M. Keough, A. Dwyer, Chas. Dwyer, L. H. Hanigbaum, Wm. Savage, P. Dunn, J. F. Dooley, F. Mitchell, J. Hedge, John Gunn, A. L. Armstrong, David Plumer, Ira Morher, John Graham, John O'Brien, A Friend, A Friend, Mrs. M. J. Nugent, D. Sullivan, Geo. A. Morrison, P. F. O'Brien, Cash, Cash, B. Franklin Sanborne, W. Hoppe, Mrs. Harding, A Friend, John Tilly, Thos. Kelly, Mrs. Kinsman, John Condon, Thos. Condon, Mary Darichy, Maggie Linton, W. Carey, Miss McMann, Mary Ryan, Mary Ring, Mrs. Lyman, Nellie Berding, Ma. Wecker, Mrs. Clifford, J. O'Conner, Covert Bros., W. N. Beary, Timothy W. Hall, John Shaddy, A Friend, A. Geary, A Friend, R. Brien, R. J. Power, D. J. Cantwell, E. J. Erwin & Co., Michael Duggan, P. J. Shea, E. J. Kennedy, Warren Nurse, Hugh Carey, Thos. Seeley, C. A. Noyes, Maggie Field, David Walsh, G. W. Bemis, F. G. Horse, May McElroy, P. J. Touhy, D. J. Madden, F. Sweeney, John McVe, Jos. V. Donahoe, J. B. O'Higgins, Jas. Aspell, M. I. Murphy, Thos. J. Ryan, Richard King, Maurice Foley, Ka. Carew, A Friend, F. De Silva, H. A. Fay, M. K. Murphy, R. F. Carew, Richard Kelly, W. Dowley, David Murphy, W. Kelly, John Gardner, E. A. Coan, M. M. B., Mrs. F. O'Conner, D. Govan, J. Hanson, L. O'Brien, Hannah C. rthy, P. Doyle, Thos. Roust, James Keefe, Jas. F. Bailey, Miles Foley, John T. Slattery, P. F. Slattery, A Friend, J. D. Southerland, E. J. Dwyer, Thos. Sprules, Timothy McCarthy, A Friend, Thos. Barry, Mr. Canty, D. Westwater, M. Coakley, D. Murry, A Friend, Jennie Keough, John O'Hara, Mrs. Ford, W. Ford, Jas. Jordan, John Kennedy, John Waddleton, L. Hoffman, G. E., John Wilson, J. Deignan, Ellen McCarthy, J. Fitzgerald, Jas. Richards, Maurice Hart, Margaret McCarthy, Edward Wyeatt, Edward Sullivan, H. A. Hartnett, P. J. Grady, Mrs. K. Murphy, George C. Brennan, Richard Minton, John J. Cotter, Thomas J. Collins, James McCarthy, P. McCarthy, P. Freeman, T. W. Bevan, D. Chapman, E. McClan, John McNeil, Atwood & Co., Cash, Cash, Thomas Callahan, J. M. Donovan, T. W. C. Ellen Manning, Davic Keefe, William Barry, A Friend, Robert Kershaw, J. L. Spaulding, Jr., R. J. T. Thompson, W. E. Souther, John Souther, Peter Powers, C. J. Scanlan, James J. Green, ——— Kavanagh, Geo. R. Hardgraves, A. B. Dunham, Chas. A. Wood, M. W. Dooley, Mrs. P. Crowley, J. B. Wiley & Sons, Boston Fish Co., P. Ginness, A. Tarr, J. M. Locher & Co., Thomas Murphy, David J. Keefe, John Smallcomb, Michael Murphy, Michael Rourke, Frank Gushue, Francis Walsh, Thomas Druhan, Sarah Feehan, Daniel Kean, Peter Connors.

The following-named persons contributed 50 cents each:

A. Main, Neil Duffley, S. Cohen, Jas. Colgan, T. McCarthy, E. Swanahan, J. A. B., W. H. K., J. J. K., E. G. M., W. J. and P., D. McCarthy, E. Marsh, T. M. O'Connell, W. E. H., J. J. Flannigan, W. F. Knowlton, C. W. H., W. F. O'Donnell, H. Devine, B. S. Emsely, B. Belman, C. G. Pond, H. D. Cossett, J. O'Brien, A. D. Brew, M. ———, M. E. Doran, S. C. Hay, M. E. Severance, Geo. James, Mrs. Thos. Downey, William Wallace, Mrs. E. Moran, Mary J. Mack, Marguerite Dalay, Maria Campbell, Michael Flynn, W. Higgins, Miss Furze, W. S. Phillips, A. D. Neill, A Friend, A Friend, P. P. Chaplin, S. M., K. Lavin, J. Andrew, Joseph Wilson, B. Gallagher, J. Crooke, M. Begley, T. Clavin, N. Mason, Geo. Hall, B. Donnelly, B. Howe, M. Balwin, James Crooke, M. J. Kelly, E. Stafford, P. Rourke, M. Howe, P. Moore, M. Coady, D. McCarthy, John O'Brien, D. J. S., H. P. Kittridge, Mrs. M. Tobin, Walter Hart, J. H. Ireland, G. B. Levi, Mrs. Dempsey, Mary Foley, A Friend, J. T. C., R. A. Murray, J. E. Fay, M. Cruith, R. Walsh, Daniel Daley, Edward Sheehan, Peter Gorham, W. H. Hardy, Chas. McCarthy, Chas. M. Dogherty, E. L. Rand, A Friend, H. Moriarty, A Friend, A. Wynne, C. H. Morrison, Mary A. Barry, A Friend, A Friend, A Friend, L. J. Sulli-

van, A. Friend, Denis O'Brien, Mrs. McGann, Katie Milliken, Mrs. Keough, John M. Patri-
gane, M. F. McGrath, Mrs. Ownes, G. W. Bafts, Daniel Flynn, H. Thomas, A. Friend, Elise
Des Laurier, Nap. Crise, Roger Gill, J. W. Hutcheson, A. B. Brown, J. V. Finn, Chas. J. Hill,
Mr. Coleman, John Purcell, W. C. Merchant, Thomas Rowland, A. Friend, Frank Kennedy,
John Kellar, James McCarroll, John Bennett, John Diernan, Dan. McLane, A. Friend, John
Powers, Roger Downing, A. Dawe, P. A. Dawe, Samuel Johnson, Edwin Jenesse, Thomas
Barry, Owen McEnerney, Sarah Christie, James Feeley, William Waishe, Mrs. Ann Purcill,
Walter Kirby, James M. Doyle, Sylvester Maher, James McCuen, James Mulvey, John Cor-
coran, W. J. Smith, James Molowney, William Brown, James McGovern, Mrs. McGovern,
Thomas Carroll, John Keefe, J. Perry, Mrs. M. Brennan, William Cole, Patrick McCormick,
Louise Lynch, P. Miller, J. Crowley, W. Williams, J. Doyle, J. Watts, Mr. Constant, J. Mac-
kay, E. Pears, D. Folks, C. Weldon, W. Hanseil, Mr. Nearral, D. Twomey, A. Kronander,
Harry Howard, Lucy Pendergast, P. Harrington, Mary Thornton, A. Wood, A. V. Simpson,
S. K., T. F. Coughlan, J. Redmond, J. H. Webber, F. H. Dowd, C. H. Abbott, Young ———,
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Cunningham, A. Friend, M. W. Murphy, J. A. O'Neil, A. Friend, Mr. Anderson, T. H.
O'Brien, Hugh O'Conner, A. Drummer, G. A. H., G. Burkam, D. Moore, J. Deignan, Oscar
C. Anderson, Mr. Swan, Thomas Daly, B. Scott, James Gardner, H. Holland, A. Friend,
Brook, Andrew Nelson, Friend, T. Marshall, M. F. Butt, W. Megan, A. Henrikson, Owen Clary,
Frank B. Hamill, Wm. Dalton, Wm. Qualter, John M. Kay, R. T. Qualter, Jas. H. Kenny,
Wm. H. Meade, T. E. Rafferty, Mary Croke, E. R. Thorn, M. Dalton, Mrs. M. Dalton, Ed.
McKay, R. Neale, John Sullivan, James Duncan, John Duncan, A. Sheather, M. Flavin,
James Bowers, J. T. Murphy, T. J. Daly, A. Friend.

The following-named persons contributed 25 cents each.

J. M. Herbert, S. E. Ahern, H. R. Ruffee, M. S. Dickinson, J. A. E., G. M. Baker,
A. F. King, N. G. Coffee, A. S. Telyea, R. A. C., E. Reddy, J. H. Dale, H. J. Hutchinson,
J. S. Johnson, H. J. Waters, J. B. Coken, Mays, Austin, J. Gormley, J. A. McGee, R. C.
Harrington, Wm. J. Crowley, Patrick McGuire, P. F. Dunlea, T. Mahoney, John Gaugher,
Michael Daley, C. F. Geary, Emil Schilling, Gustave Schilling, Mr. Campbell, M. Davis, A.
Friend, A. Friend, A. Friend, J. Tooner, F. D. Bayne, W. Lascelles, W.
R. Bennett, William Sine, J. M. Coleman, J. Waugh, J. Peacock, W. Barclay, James Ache-
son, S. Blaskett, A. Friend, Mrs. D. Cotter, P. J. O'Connor, Chas. Caswell, John Mathews,
Thomas Dwyer, J. Stewart, E. Devlin, F. Barnice, Thomas H. Foley, J. M. Reando, Geo. E.
Colley, Gilman C. Dowe, Katie Farrell, Sara Higgins, W. Trickey, Theresa Moriarty, Lizzie
E. Connein, Maggie McLean, Annie Hickey, Nellie Sullivan, Bessie Dooling, K. Shevy, A.
Friend, C. H. Vori, Hugh McMartin, T. McGowan, A. Black, John J. Walsh, John Man-
ning, Mrs. Parsons, B. R. Christopher, H. Collins, W. E. Young, Michael Tierney, E. Rainey,
J. Shong, Wm. Crowley, John Lee, Frank Penders, G. C. K., J. B. Harlow, R. Johnston,
Mr. Murpny, Richard Fleming, J. Smith, Gustas Sunberg, Mr. Brennan, Bridget Powell,
Ellen Powell, John Hunt, Mrs. Powers, Thomas Heffernan, James Little, M. Kirevin, P.
Ruterson, John Doyle, D. Flynn, E. Aylward, W. Moran, J. Roach, D. Forrest, J. McDenit,
J. O'Connell, C. Lindstal, J. Stabb, H. Morris, J. Luke, L. Holland, W. Halls, J. Stevens,
M. Lynch, J. Livingstone, A. Ashley, W. Templeton, J. Hannon, A. Duffy, B. Walsh, J. Walsh,
Mr. Mahoney, J. Douglass, D. Mullin, J. Pinckney, D. Reagan, P. Waters, Mr. Doian, J. Riley,
Friend, P. Wall, Mr. Duggan, Mr. Stranger, E. Hagman, R. Walsh, J. Donohue, A. Mc-
Ginness, C. Hardy, G. Maher, Mr. O'Brien, Mr. Glen, Mr. O'Brien, J. Hickey, G. McLough-
lin, F. B. Gray, J. E. Flynn, James Burnes, Mary A. Coffey, John Lavis, B. L. Crooke, Geo.
F. Duffy, R. T. Allen, J. H. Andrews, J. Loughhead, Peter Kerr, T. Ryan, James Wilson,
K. Madden, P. Whaler, A. Friend, W. C. Potter, J. F. Kehler, M. O'Brien, P. H. L., A.
Friend, T. Cashmare, T. Green, T. Driscoll, P. J. Forest, J. Eagan, T. Mallowny, John Leahy,
R. Callahan, J. Reagan, Richard Powers, A. Friend, M. J. Smart, D. McCarthy, M. Leary,
T. Cashman, A. Swanson, M. M. Hinsler, L. Harris, H. V. Deihl, Mrs. Walsh, Mrs. E. E.
Harvey, F. Y. Oventl, J. Fizley, A. Friend, A. C. Hall, J. D. Kenny, C. R. Cox, J. B. Gat-
kins, Jas. J. Collins, J. F. Logan, M. C. Harrington, C. J. Miller, J. F. O'Brien, Thos. M.
O'Donnell, F. C. Glidden, R. A. Boyle, W. T. O'Brien, J. H. Burke, M. J. Powers, C. L. P.,
E. A. Driscoll, H. J. Finn, M. J. C., Morris, Man, W. E. Lynch, A. E. Felton, J. A. Molloy,
W. E. Hasty, T. J. O'Leary, E. Noonan, E. A. Coney, ——— Dalton, D. J. Donovan, W. Ford,
—— Shields, N. E. Cobb, J. A. Dougher, ——— Eldridge, ——— Kelly, P. F. Cronan, ——— Blanch-
ard, H. McD., B. E. Brown, Cash, ——— Kelly, W. C. McCurdy, A. V. Loesan, ——— Gordon,
Hazilboom, ——— Carroll, F. J. Flynn, J. J. Hart, H. C. W., W. C. Clinch, J. A. Driscoll, M. O.

John M. Patri-
 Friend, Elise
 Chas. J. Hill,
 Frank Kennedy,
 Friend, John
 Esse, Thomas
 Ann Purcill,
 rey, John Cor-
 s. McGovern,
 McCormick,
 stant, J. Mac-
 Kronander,
 V. Simpson,
 Young ———,
 wn, A Friend,
 Devitt, Owen
 erson, T. H.
 eignan, Oscar
 d, A Friend,
 Owen Clary,
 s. H. Kenny,
 Dalton, Ed.
 r, M. Flavin,

McAllen, Geo. M. Thomas, F. M. Smith, — Law, — Malone, W. A. Lewis, J. F. Burke,
 O. L. Barron, A. H. Nelson, G. J. McCram, J. F. Sheehan, C. H. Morse, H. L. Flynn, R. E.
 Tobin, E. T. Cohoon, C. C. White, C. A. Wardwell, — Terry, Geo. J. McCarthy, Jas. Sul-
 livan, K. A. Mahoney, J. Sullivan, M. A. Reardon, M. J. Nutter, J. P. O'Donohue, W. Cos-
 tello, Mr. Lang, Jas. Donovan, R. Harrington, Frank Smith, Peter Hughes, Peter Mooney,
 W. B. Desmond, Mr. P. Horn, J. Dearie, P. McCarthy, A. Friend, R. L. S. P. Burke, Nellie
 Donovan, Arthur E. Carter.

The following-named persons contributed 20 cents each :

B. Callahan, R. King, P. Hooton, F. C. E., E. R. Piper, F. Wallace, J. H. Laudrey,
 F. Wallace.

The following-named persons contributed 10 cents each :

A Friend, E. A. Groves, L. B. Snow, W. F. Reed, Mr. Durret, W. Houllihan, Peter
 McFarland, A Friend, M. Young, L. Stalel, P. M. L., Cash, E. Chemits, J. Brown, A. G. E.,
 A Friend.

CLOTHING RECEIVED.

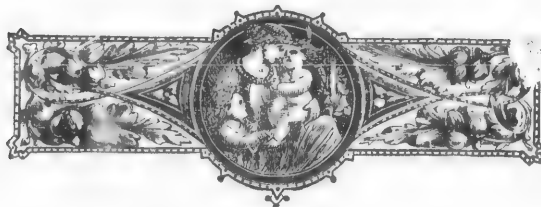
There were many who contributed bundles of clothing, but omitted
 their names, either through delicacy or neglect.

G. M. Baker,
 Hutchinson,
 McGee, R. C.
 John Gaugher,
 M. Davis, A.
 Macselles, W.
 James Ache-
 John Mathews,
 ndo, Geo. E.
 oriarty, Lizzie
 K. Shevy, A.
 John Man-
 y, E. Rainey,
 R. Johnston,
 idget Powell,
 Kirevin, P.
 J. McDenit,
 s, J. Stevens,
 sh, J. Walsh,
 oian, J. Riley,
 ohue, A. Mc-
 G. McLough-
 Crooke, Geo.
 James Wilson,
 P. H. L., A.
 John Leahy,
 y, M. Leary,
 Mrs. E. E.
 K. J. B. Gat-
 n, Thos. M.
 rs, C. L. P.,
 A. Molloy,
 an, W. Ford,
 ——— Blanch-
 ——— Gordon,
 riscoll, M. O.

Rev. Charles F. Sweet, 11 Camden Street, Lawrence; A. Shuman & Co., E. H. Corey,
 Newton Highlands; Mrs. Vost, Milton; S. H. Root, 13¹/₂ Summer St., Boston; Mrs. Dowe, New-
 ton, Mass.; W. G. Means, 248 Commonwealth Ave.; Mr. and Mrs. P. J. Brazil; C. J. Simmons,
 Grove Hall; M. N. Fardy, 42 Hampden St.; Mr. E. R. Rand, Tyler St., Boston; Mr. T. R. Ap-
 pleton, 8 Wyoming St., Boston; Miss Kate Tobin, H. Hastings, I. W. S. Winthrop, Emily Neal;
 E. J. Esterbrook, Newton; James H. Edgar, Brockton; Mrs. Ivers W. Adams; Mrs. S. A. Brown,
 Lake Crossing, Natick, Mass.; Miss Kate Rawlins, Hotel Lucerne, Boston; S. Lewis & Co., South
 Boston, a large kitchen range; Ladies' Domestic Missionary, Portsmouth, N.H.; Rev. Geo. P.
 Huntington, Hanover, N.H.; "Canadian;" Walter U. Lawson; Isabel W. Sears, Winthrop;
 Mrs. C. F. Thompson, 9 Herman St., Roxbury; Mrs. H. H. McQuillen, Dedham; Merritt Cook,
 Peabody, Mass.; Mr. J. N. Spalding, Brookline; Miss Clara Duchemin; Pilgrim Congregational
 Church, North Weymouth, per Rev. A. B. Hudson; King's Daughters, Cambridgeport; Miss
 Mary Ryan, Chester Square; Mrs. Lucy Stone; Mrs. Ellen Wyse, 65 Bedford St., New Bed-
 ford, Mass.; M. W. Dooley; Samuel Chauncey, Stoneham; Mrs. Ford, A Friend; Mrs.
 Geo. Sutton; Mrs. Vickery; G. Pynn; Mrs. D. F. Brien; Miss Lizzie Kiely; Mrs. Howard;
 Mrs. J. J. Dempsey; Edward T. Russell, from Portsmouth, N.H.; Mrs. A. O. Moore, Nicholas
 Ryan.

MISCELLANEOUS ARTICLES.

FROM BOSTON MERCHANTS. — Messrs. John Holman & Co., 25 mattresses; North
 Packing Company, 10 barrels beef; Messrs. C. A. Baldwin & Co., 4 barrels beef; Messrs. De
 Long, Seaman, & Co., 8 ranges; from other parties, 4 bedsteads, 1 table, 12 chairs; Messrs.
 Swift Bros., 1 barrel pork; Messrs. Breed, Pierce, & Co., 3 cases crystalline salt, 2 cases Wheat
 Germ meal; L. G. Burnham, Esq., 3 tons coal; Messrs. J. P. Harris & Co., Salem, 5 barrels
 flour; 1 barrel flour, from A Friend.



STATEMENT OF THE FUND FOR ST. JOHN'S FIRE SUFFERERS AS HELD BY EDWARD T. RUSSELL.

To Cash received, \$8,036 33

Cr.

Aug. 8. By paid John Holman & Co. :

150 Husk Cot.-top Matts., 4-4, No. 22,		
at \$3.25,	\$487	50
10 Husk Cot.-top Matts., 4-2, No. 22,		
at \$3.25,	32	50
20 Husk Cot.-top Matts., 3-0, No. 22,		
at \$2.87½,	57	50
20 Husk Cot.-top Matts., 3-6, No. 22,		
at \$3.00,	60	00
45 6-yd. Mats, at 50c.,	22	50
	\$660	00

“ paid Chas. A. Baldwin & Co. :

25 Bbls. Plate Beef, at \$7.00,	\$175	00
20 Cases CC Beef, 12½, at \$1.65,	33	00
1 Bbl.,	25	
19 Newcastle Hams, 346 — 19 = 327		
lbs., at 12½c.,	40	88
	249	13

“ paid North Packing and Provision Co. :

25 Bbls. Butt Pork, at \$12.00,	300	00
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“ paid Walker and Pratt Manuf. Co. :

50 No. 7 Nelson Ranges, with pot,		
teakettle, spider, pot-covers, meat-		
pan, 1 sq. tin pan, at \$13.00,	650	00

“ paid Smith and Anthony Stove Co. :

60 Plain Hubs, 7 X 16, at \$9.00,	\$540	00
60 Sets Furniture, at \$1.75,	105	00
	645	00

Carried forward,

\$2,504 13 \$8,036 33

JOHN'S

\$8,036 33

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13

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13 \$8,036 33

Brought forward,

\$2,504.13 \$8,036 33

Aug. 8. By paid Barstow Stove Co. :

56 Ranges, 7 X 16, with hollowware,
spiders, drip-pan, and bread-pan,
at \$13.00,

728 00

" paid Chas. W. Alley :

131 Doz. Chairs, at \$7.00, \$76 41

69 Doz. Chairs, at \$9.00, 51 75

32 Doz. Rockers, at \$11.00, 29 33

18 Doz. Rockers, at \$13.50, 20 25

150 No. 934 Bedsteads, 4-4 ft., at \$1.55, 232 50

10 No. 934 Bedsteads, 4 ft., at \$1.55, 15 50

20 No. 934 Bedsteads, 3-6 ft., at \$1.55, 31 00

20 No. 934 Bedsteads, 3 ft., at \$1.55, 31 00

487 74

" paid Schooner "Carita," Freight on
above goods to Newfoundland,

380 00

Oct. 8. " paid Blaney, Brown, & Co. :

625 Bbls Flour, at \$4.00, 2,500 00

25 Bbls Beef, at \$6.00, 150 00

37 Cases Beef, at \$1.50, 55 50

" Freight and Insurance, Schooner "Alta," 462 70

\$7,268 07

390 43

7,658 50

Expenses of Executive Committee,

Balance in hands of Committee,

\$377 83

EDWARD T. RUSSELL,
per W. P. HEWINS.

BOSTON, Oct. 20, 1866.

(19)





THE GREAT FIRE.

FULL details of the awful conflagration of July 8th, by which two-thirds of the city of St. John's was destroyed, have already appeared in the public press. I am requested, however, to furnish a brief description of the fire, which may be attached to the list of contributors in Boston to the Relief Fund, and I willingly comply with this request.

On the afternoon of that dark day in the annals of Newfoundland I attended a meeting in the basement of St. Andrew's Church, for the distribution of prizes to the pupils of the General Protestant Academy. Little did I imagine that this would be the last meeting in that fine, substantial building, and that when I next saw it, only shattered walls and smoke-begrimed ruins would greet the eye.

The meeting closed at a quarter past four, and in company with a friend I went for a walk in the direction of the Parade Ground. About five o'clock I noticed the glare of fire some distance beyond, near Fresh Water Road, and hastening to the spot I found three houses on fire. I remarked to my friend that this was a bad day for a fire. A high wind from the north-west was blowing, hurling the sparks far and wide on the roofs of the clusters of wooden houses. For a month previous hardly any rain had fallen, and the shingled roofs were like tinder. The firemen were soon on the spot, but the supply of water was feeble, and their efforts to arrest the progress of the flames produced little effect. By a strange fatality the water had been turned off in the morning in order to make some new connections of mains, and though it had been turned on again its force on this high ground was slight. A tank which was usually full had been emptied the previous evening by

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ST. JOHNS—BEFORE THE FIRE



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the firemen, when practising with their hose, and by some stupid carelessness had not been filled.

Soon half a dozen more houses were on fire, then twenty. The volume of flames increased, and the roaring wind hurled the burning brands in all directions, which, alighting on roofs at a distance, created fresh centres of fire. Then it became evident that an alarming conflagration had broken out, but no one yet dreamed of the terrible results that were to follow. The force of the wind was increased by the heat, and the fire was now steadily eating its way down Long's Hill into the very heart of the city. The firemen were overpowered, their hose burned, and the flames got beyond control. On the high ground to the right of Long's Hill stood a mass of wooden buildings, consisting of the Methodist College and schools, with dwelling-houses, the Masonic Temple, and the Presbyterian manse. In a few minutes the roof of the college began to smoke, and in half an hour the whole group of buildings was an enormous mass of flames. The fiery torrent, thus swollen, now rushed on, growing by what it fed on. The Methodist Gower Street Church, the Orange Hall, the Synod Hall and schools of the Church of England, the residence of Bishop Jones, went down before the avalanche of fire; and now the beautiful Cathedral of the Church of England—the pride of the city—was surrounded by a ring of flames. No one imagined that such a solid stone structure could be burned; and for an hour before the terrified people around had been carrying their valuables to it as a place of safety. Bishop Jones had placed in it all his household treasures. The fiery tornado swept on. The intense heat melted the lead around the panes of glass, and the destroyer having found an entrance, the stately Cathedral, with all its contents, was soon a glowing mass of fire. The beautifully moulded arches and massive pillars crumbled, and with a crash the lofty roof fell in. The flames leaped up, as if exulting, a hundred feet into the air, and resumed their destructive march. Now came the turn of St. Andrew's Presbyterian Church, which was only two or three hundred yards below the Cathedral. It was a massive brick building and supposed to be invulnerable to fire from outside; but the fierce heat soon melted the glass of the windows, and in an incredible short space of time nothing remained of St. Andrew's but the tower and blackened walls, shattered as with shot and shell.

Opposite St. Andrew's Church stood the Athenæum. Desperate efforts were made to save it, but all in vain. It was a handsome structure, containing a fine concert and lecture hall, the Savings Bank, the Surveyor General's office, a public library, containing seven thousand volumes. The cost of the building was \$60,000. It was the institution on which the city prided itself most, and indeed it would have been a credit to any community.

The fiery giant rushed on. The Court-House, the Commercial Bank, with the surrounding buildings, speedily shared the common fate. The Union Bank made a stout resistance, and being favorably situated, and well protected by iron shutters, managed to escape. The conflagration now set to work on Duckworth Street, and soon it had all the streets above it in its grasp. Garrison Hill had gone some time before, and all efforts proved futile to save St. Patrick's fine hall, with the schools of the Christian Brothers on its ground floor. The Congregational Church, at no great distance, speedily succumbed; and all the area of houses in front of the Catholic Cathedral and onward towards the east end of the city furnished food for the flames.

The destroying force which had started so advantageously from the heights about the head of Long's Hill, overlooking the city, had here divided itself and sent a strong detachment down towards Water Street, a little east of Carter's Lane. Ere long this column burst into Water Street—the business part of the city—at Beck's Cove, cutting it in two, and leaving one-third untouched to the westward. Now the work of destruction commenced in earnest. Bowring's huge premises, shops, stores, warehouse, wharves, were soon enveloped in sheets of flame. The beautiful shops, full of valuable goods; the stores behind, containing thousands of barrels of flour and provisions of all kinds; the fish stores; the wharves, which it had cost immense sums to erect,—disappeared one by one into the maw of the destroyer. Goodfellow's, Ayre & Sons', Baird's, Baine Johnston's, Thorburn & Tessier's, immense premises; Marshall & Roger's, Job Brothers' great block,—all fell a prey to the flames, and the whole of Water Street, on both sides, was "swept with the besom of destruction."

I had been watching the progress of the fire down Long's Hill, and afterwards as it spread to Scotland Row and attacked the

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Cathedral and St. Patrick's Hall, and I had been helping some friends to remove their goods. When I saw that it had burst into Water Street and was sending out great flakes of fire and tornadoes of fiery particles, like an advanced host of skirmishers, while the solid mass of fire steadily advanced, I then knew that the city was doomed. I began to think of my own home in Devon Row, and for the first time realized that in all probability it would be included in the general destruction. Through a suffocating atmosphere, laden with burning sparks and blinding smoke, I wended my way homeward, and found that all the inhabitants of Devon Row were packing their goods and preparing to remove them to places of safety, as it was believed to be impossible to save the Row. I followed the general example, and we continued the work for two hours and a half, and were successful in carrying to a place of safety all that was portable—thanks to the aid of numerous kind friends. Meantime the fiery torrent was bearing straight down upon us. Devon Row consists of six brick houses, four stories in height, with a tarred asphalt roof—a projecting wooden cornice under the roof, and a wooden balcony behind, so that it presented many vulnerable points. The inmates were all doing their best to fight the fire, and a strong force was assembled at No. 5, the house next the fire. The roof was kept wet,—wet blankets placed at the end of the balcony, and brooms in active service to sweep off the sparks as they fell in myriads. Still, we had little hope of escaping, as far stronger buildings and better protected had perished. The torrent approached; the house next the Row blazed up, and the blood-red tongues of fire shot out, licking the gable-end and mounting towards the roof. We stood looking on, expecting every moment to see the roof or the windows on fire. We held our breath, waiting for the final catastrophe; but the fiery bombardment did not take effect; the sparks flew off without getting a lodgment; the flames from the burning house next it began to collapse after the roof fell in, and with a sigh of relief we realized that Devon Row was saved. Had it gone, all the houses below it, with the railway station, would have been destroyed.

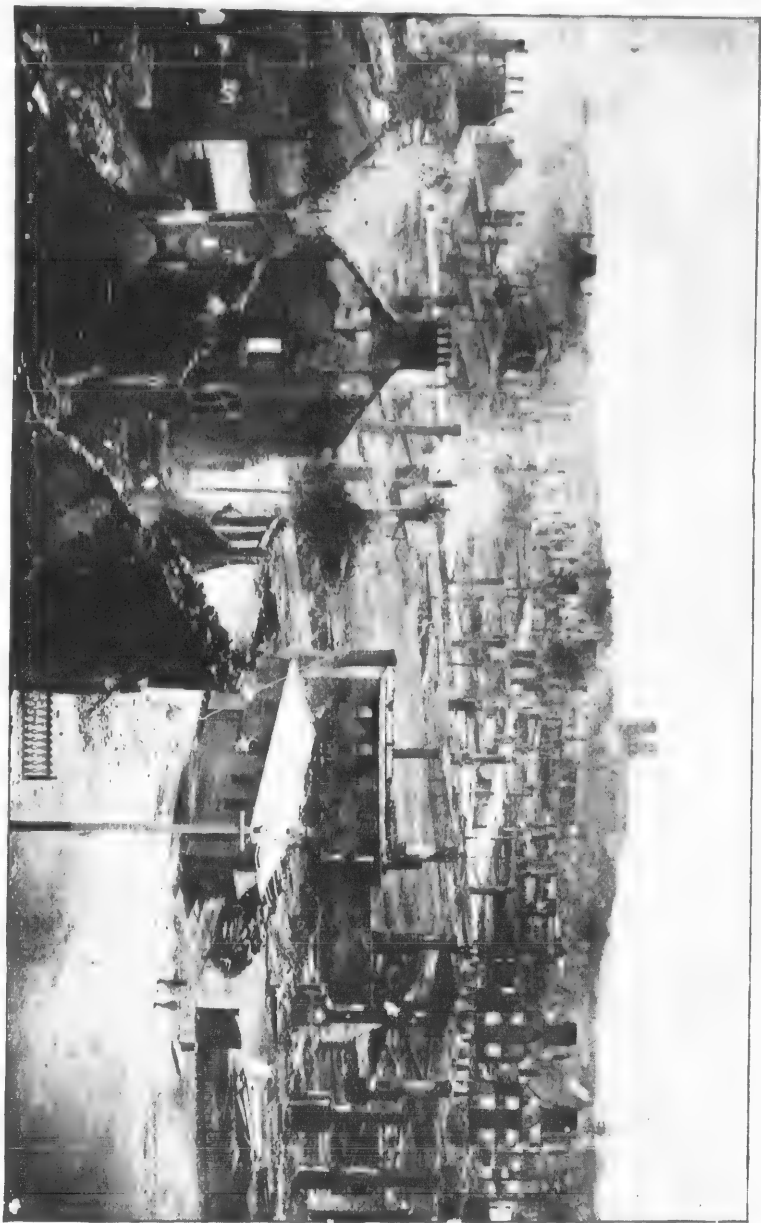
By this time it was half-past two o'clock in the morning. The sight of the burning city when the conflagration was at its height,

was appalling. A roaring, tossing sea of fire, its waves at intervals leaping high into the air, as one great building after another collapsed, lighting up the country all around, and the thick smoke canopy overhead; the crackling of burning beams; the crash of falling roofs; the roaring of the wind, now increased to a gale; the fierce heat and suffocating smoke; the terror-stricken inhabitants flying before the destroyer, trying to save some wrecks of their furniture and household goods; the cries of weeping women, hurrying with their children to places of safety,—all constituted a scene which not even the pen of a Dante could describe.

The next morning I took a walk around the awful scene of devastation. It was heart-rending. Nothing visible for a mile from Devon Row but chimneys and fallen or tottering walls. The thick smoke, from the smouldering ruins, still filled the air. Where yesterday stood the homes of fifteen thousand people, there were only ashes and *débris*, or walls and chimney-stalks, ghastly in their nakedness. The wrecks of the fanes of religion stood out, then broken walls pointing heavenward, as if in mournful protest against the desecration that had been wrought.

And the poor inhabitants, where were they? It made the heart ache to see the groups of men, women, and children, with weary, blood-shot eyes and smoke-begrimed faces, standing over their scraps of furniture and clothing,—some of them asleep on the ground from utter exhaustion,—all with despondency depicted on their faces. They filled the park and grounds around the city. Many hundreds escaped with nothing but the clothes they wore; others had caught up some small wrecks of their property. They had no shelter for their heads, and in many cases had lost all. At least twelve thousand people were burnt out. The value of the property destroyed is estimated at from fifteen to twenty millions of dollars, of which about one-third is covered by insurance. The middle class are the greatest sufferers. Hundreds of families, from comfort and independence, are now brought to penury, and have to begin life afresh. The burnt area is a mile in length, and from a quarter to half a mile in breadth, being more than two-thirds of the city, and that by far the better portion.

St. John's has received a terrible blow, and of course it will affect



ST. JOHN'S EAST — AFTER THE FIRE.

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the whole colony and its trade and industries. The fire of 1846 was not to be compared with this in regard to the value of the property destroyed. The city had made very great progress within the past thirty-five or forty years. I had watched its advance with pride and pleasure during that time, and admired the energy and industry of its noble-hearted people. Now I gaze sadly on the wreck of the results of forty years of toil and endeavor—of civilization and progress.

But St. John's will rise from its ashes, improved and beautified, I hope, but not in my day. Help has come from all quarters, liberal, generous, sympathetic. As after the fire of 1846, Boston has contributed generously for the relief of the sufferers. All the great cities of the United States and Canada are sending aid. Our people are taking courage, after the first shock, and already the sound of hammer and axe in rebuilding is heard on all hands. There will soon be plenty of work and good wages. There is no weak despondency. "A stout heart to a stae brae" is the watchword. We have serious difficulties to face, but with hope and courage we can surmount them. Meantime, I would say, we need all possible help.

M. HARVEY.

ST. JOHN'S, Oct. 1, 1892.





HOPE THROUGH THE FLAME.

ON THE ST. JOHN'S FIRE OF 1892.

ONCE more, O City, by new grief laid low,
A brand, fierce burning, writes thy lurid name,
Linking the letters with the fiery woe —
Thy limbs are smitten by relentless foe,
Thy life once more afflicted by the flame!

Again from smouldering homes that toil had given
Is heard the plaintive chant by Sorrow sung,
From hardy children by disaster driven —
Once cheery natures now in spirit riven —
The wail, the song of ringing want is wrung.

Lone Isle, bereaved like chosen race of old,
Heaven sure reserves for thee some dear desire —
Some cherished stamp designs, of choice untold,
To form thy value as of chastened gold,
So cruel tried in crucible of fire!

E'en now as Fate thy cup of sadness fills
The blaze that vital fuel there consumes
Each heart with thought of filial purpose thrills,
Becomes a love-lit beacon on thy hills,
And vision of thy sons far-off illumines.

O Motherland who breasts the striving sea,
Bid thy brave sons gird up their loins as men,
Bestir their hearts in new-found strength for thee —
Through storm of flame or flood arise, and be
Maternal soil of hope and sturdy soul again!

HENRY O'MEARA.

BOSTON, October, 1892.



ST. JOHN'S EAST — AFTER THE FIRE.



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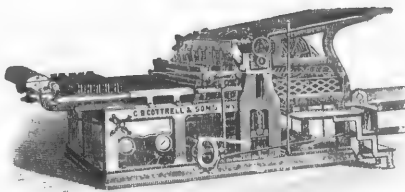
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THROUGH ST. JOHN'S FIRE.

A BOSTONIAN'S DESCRIPTION OF THE CALAMITY.

WE left Halifax for St. John's, N.F., on Monday, July 4, arriving in the latter place at eight o'clock, Wednesday morning. We put up at the Central, and, the house being full, had to take quarters on the third floor.

Friday afternoon, between four and five o'clock, we heard the fire-bells ringing, and saw a cloud of smoke rising from a place apparently half a mile away from the hotel. We had been invited to take tea with friends at the West end of the city, and our host, arriving about six o'clock with his carriage, took us to his fine residence on the hill, about a mile or so from our hotel. As we drove along, our minds began to misgive us, seeing that the wind was blowing fiercely, and the flames striding onward in the direction of the Central.

Our window at the table of our host overlooked the whole city, and we soon found that it would be advisable to hasten to our luggage, if we would save it, for it had become evident to all that the city would be swept by the flames to the water's edge. Our party of four accordingly started for the hotel, the youngest, a lady, keeping well ahead of the others, remembering that the trunks were unpacked, and that we were on the third floor.

When we arrived within a few hundred yards of the house we found the Court-House (nearly opposite) a sheet of flames, the woodwork flying in great "flankers" across the street. The entrance to the house was

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blocked with the luggage of the boarders who happened to be near enough to reach the place, and with the utmost difficulty we reached our rooms, now literally walled in by fire — a large store below us having burst out into roaring flames.

Hastily thrusting our things into trunks and bags, we started over the stairs, dragging what we could. Reaching the street, we found it comparatively clear, the heat and the danger having driven away those who were standing there when we went up.

A boy or a man whom we might impress into our service would stay a very brief space, as the shillings were freely offered for a "lift"; but by dint of dragging and carrying we got what we had with us along a quarter of a mile or so, and rested. Our host of the evening, seeing one of his men in the crowd, hailed him, and a hand-cart and willing hands soon put us under our friend's roof, with the greater part of our luggage saved.

Those of the family who were familiar with the streets were out all night doing what they could to save their own, and, when that was impossible, helping those whom it was possible to help in saving their property; while we who were unfamiliar with the old city, could only gaze on at a safe distance, and grieve to see such awful destruction.

Imagine a sea of fire more than half a mile wide sweeping along with a terrific roar, taking everything in its course of a mile to the wharves and docks. Immense pieces of fire flying in advance of the main body, like carriers or pickets, set a dozen fires ahead of it, leaping into flames long distances away, forming a skirmish line on and on, until the docks were reached.

The cries of those on the outskirts were: "There goes the English Cathedral!" (a magnificent building costing between \$500,000 and \$600,000). "There goes St. Patrick's Hall!" "There goes the Kirk!" "Masonic Hall!" "Total Abstinence Hall!" and so on all through the night.

Never did such a pyrotechnic display meet the eyes of any of our party.

When daylight came we walked as far as we could through the ruins, and penetrated to within sight of our hotel. The end walls of stone and the chimneys were still standing, and the coal was burning in the basement; all else had vanished in highly rarefied air.

The Court-House, near by, in which one of our party had spent an hour in chat with sub-Sheriff Chauncey, his friend of twenty-five years ago,

and whom he had not seen for that length of time, had neither bench to sit on nor bar to be brought to. Even the royal motto, which he had noticed, with a period after each word, thus, "Dieu. et. Mon. Droit.," had come to a full stop after so many years of looking down upon the prisoner at the bar, who could claim under it his rights.

We remained in St. John's till 10 o'clock A.M., and the sights we saw were indeed pitiful. Every available vehicle had been obtained, and what was saved was being carted to the fields and the places of shelter round the city. The poor, with the commonest of things in their hands, and those better off, with the choicest, were on the streets, some having a definite object in view, some knowing not where to turn.

At 1.30 Saturday morning, while we were watching the singular aspect of the flame in the tower of the Scotch church, a man came to the door of our host and said, "The minister of the Kirk wants to secure your vacant house." The little gardens on the hill behind the fire were filled with such things as were saved—upright pianos, cook stoves, broken china, etc.

But as we had planned to go to Harbor Grace, we concluded to leave St. John's by the 10 o'clock train. On the way to the depot, when we saw an acquaintance, it was, "Did you save anything?"—"Yes, my books."—"What I have on."—"Nothing."—"We got the vessel into the stream, and we're all right," etc.

On the train were those who had friends along the railroad (one hundred to Harbor Grace). Among the passengers was a baby six weeks old, with nurse and maid. The maid said they saved the wedding silver of two years ago, and little else.

We had started for Harbor Grace, but were destined to other experiences before we could reach the desired haven. The weather had been exceedingly dry for a month or more—not a shower of any account in that time. Before we reached Topsail, twelve miles out, we could see that the country was all ablaze with forest fires, and the farther we pushed on the worse it grew. Our train was due in Harbor Grace at 3.30. At 1 o'clock we reached Holyrood; at 1.35 Salmon Cove, through fire and smoke almost blinding; at 2 o'clock a station a little farther on.

After a short delay we try another little piece, halting to get fresh air in the gaps between the flames, and then again dashing through. Then we came to a sea of surging flames, and the word is, "Back to Salmon Cove!" And back we go miles and miles through the burning woods.

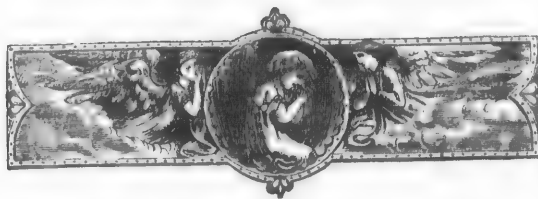
We raided the refreshment rooms, and crackers and beer being the staple articles there, we get back to our car with such food.

After an hour's rest we again go on, passing a small station or two, and perhaps a few miles beyond where we had once before been; but suddenly we meet a wall of flame that it is impossible to pass through, and the order is, "Back to Salmon Cove!" This is no easy matter, but we finally get there, passing by the flaming ruins of a lumber mill that was standing unhurt when we went on a few minutes earlier. But even Salmon Cove was too warm for us, and the order was, "Back to Holyrood!"

And there we stayed in Holyrood, like the Israelites of old, with a pillar of fire on one side of us and the green sea of the ocean on the other, till 8.30, until the roadmaster came on from St. John's in another train, and, taking charge, pushed us on again toward Salmon Cove and Harbor Grace.

We meet a train at Whitbourne with people going back to find their families, and with cooked provisions for the homeless ones, and we arrive in Harbor Grace at 1.30 Sunday morning, ten hours late. Even at that hour, and in the outskirts of the town, where the station is, one thousand people are awaiting the coming of the train. Harbor Grace station probably never before saw such a crowd.





EPISCOPAL CATHEDRAL.

THE Episcopal, or English Cathedral, as it was called in St. John's, a view of which appears in this SOUVENIR, was built from plans furnished by the late Sir GILBERT SCOTT, the most eminent English architect of the present era. It was conceded to be the finest piece of Gothic architecture in the New World. In fact, it was a perfect gem. The lofty proportions of the interior and the fine Gothic colonnades of stone between the nave and aisles, together with the high lancet-windows, formed a pleasant picture. The carving on the pulpit, pews, and lectern was the admiration of all tourists who visited the Cathedral. The edifice was 120 feet in length and 56 feet broad, and a large portion of the stone used in its erection was imported from Europe. The foundation-stone was laid in 1843 by Bishop AUBREY S. SPENCER. Bishop SPENCER was succeeded in 1844 by Dr. EDWARD FEILD, who continued Bishop for thirty-two years, and during his life the construction of the Cathedral was pushed along. Bishop FEILD died in 1876, and was succeeded by his coadjutor, Dr. J. B. KELLY, who resigned, owing to ill health, in 1877. He was succeeded in 1878 by the Rev. LLEWELLYN JONES, D.D., the present Episcopalian bishop, who, with the deepest sorrow, witnessed its destruction on the 8th of July, 1892.

The engraving of the Cathedral, also the scenes before and after the fire, in this SOUVENIR, are from photographs made by S. H. PARSONS, Esq., St. John's, Newfoundland.



EPISCOPAL CATHEDRAL — AFTER THE FIRE.

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COMMENTS ON THE FIRE.

SOME four months ago the Eastern Division of the town of St. John's was suddenly reduced to ashes, and to-day nothing remains to mark the sites where the homes of ten thousand people stood and the monuments of the piety and benevolence of its citizens were erected than a wilderness of chimneys and a heap of unsightly ruins. The actual horror of the night of the 8th of July is past to the people of St. John's. But they have yet to face an actuality which is sufficiently serious to contemplate. Relieved from the imminent dread of immediate destruction, it becomes their duty now to relieve disaster, and, if possible, to turn even their troubles to good account. They have lost a city; let the world see if they cannot erect a better one on its site. The opportunity is clearly afforded them, for the fire has swept all obstacles from their path. The only question is, then, whether or not they have the means. This question, we think, may be answered affirmatively. It is worth some trouble to revive St. John's. Situated on the side of a hill that slopes steeply and evenly enough to make its drainage a simple matter, it is yet not too steep for traffic, provided the streets are carried along the proper grade. At the base of the town lies a harbor that for its size approaches as nearly as possible to perfection. One source of trouble only stands in the way. The absentee landlord is at this moment as much an impediment to municipal reform as he has hitherto been to commercial enterprise. The time is now come to deal with him as they would deal with any other obstacle in the way of their progress. Is it not possible to devise a scheme for removing him, — first however, compensating him for the losses that may be inflicted. That compensation should be reasonable, but it certainly should not err on the side of extravagance. By removing the absentee the town becomes the citizens' own; and then let them make the best they can of their newly acquired freehold.

BUILDINGS DESTROYED.

The following is a pretty correct list of the number of buildings destroyed by the great fire at St. John's on the 8th and 9th July, 1892. There are a few localities where the returns were uncertain, and consequently are not given in this table; namely, Signal Hill, Carter's Hill East, Nunnery Hill, and Bell Chute:

Gower Street, South	136
Gower Street, North	103
Queen's Road, South	42
Queen's Road, North	32
Darling Street, North	22
Darling Street, South	17
Chapel Street	4
Victoria Street, West	23
Victoria Street, East	27
Cathedral Street	15
Cathedral Street, West	4
Long's Hill, West	29
Long's Hill, South	8
Long's Hill, North	8
Long's Lane	19
Livingstone Street	25
Allan's Square	19
Balsam Street	15
Cathedral Hill	12
Dicks Square	14
Bell Street	13
Bulley's Lane	19
Harvey Street	24
Chapel Lane	5
Boggan's Lane	20
Beck's Cove	7
Carter's Hill, West	25
Carter's Hill, East	—
Cookstown	35
Custom House Hill	1

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Gambier Street	3
Holloway Street	5
Gregory's Lane	1
Merchant's Lane	1
McBride's Hill	5
Goodview Street	23
Cochrane Street	55
Military Road	13
Bond Street	19
Bannerman Street, West	6
Bannerman Street, East	10
Colonial Street, East	12
Colonial Street, West	6
Quidi Vidi Road	—
Signal Hill Road	—
Ordnance Square	16
Duke York Street	9
King's Road	61
Prescott Street	75
British Square	20
Flavin's Lane	20
Carey Street	10
Nunnery Hill	30
Ryland Place	9
Covel Lane	6
Kickham's Lane	12
Pilots Hill	14
Garrison Hill	17
LeMarchant Road	11
Young Street	—
Freshwater Road	7
Water Street, South	83
Water Street, North	121
Duckworth Street, South	73
Duckworth Street, North	94

Total number of houses burned 1,572



DESCRIPTION OF THE CITY OF ST. JOHN'S.

THIS is a description of the city as it was previous to the great fire :
St. John's is the capital and commercial metropolis of Newfoundland.
The population in 1884 was 28,610. [It is safe to say that at the time of the great fire it was 30,000.]

The site of the city ascends gradually from the harbor, the highest point being two hundred and twenty-five feet above the sea. It is built on the north side of the harbor.

The principal street is Water Street, running parallel to the north side of the harbor, somewhat more than a mile and a half in length, containing well-constructed houses and large and substantial stores ; excellent wharves jut into the water, and vessels of large tonnage can at all times safely moor at them.

The houses and stores of Water Street are built of brick or stone, a law to that effect having been passed after the disastrous fire of 1846, by which the greater part of the city was destroyed.

The houses in the other streets, for the most part, are built of wood.

The Roman Catholic Cathedral stands on the highest point of the declivity which forms the site of the city, two hundred and twenty-five feet above sea level. Opposite the city, at the south side of the harbor, a lofty ridge of precipitous hills, seven hundred feet high, rises abruptly from the water's edge, and stretches for some miles into the interior. A small space at the base of these hills has been made available for building, and here the merchants have erected warehouses and large vats for the manufacture and storing of oil.

The city is well supplied with water from a lake called Twenty-Mile

Pond, distant six miles, and elevated one hundred and fifty feet above the highest part of St. John's. [It is this fact that gave the inhabitants such confidence in the oft-repeated assertion that their city could never be destroyed by fire.] The water-works were constructed at a cost of £80,000 sterling. There are two organized volunteer fire companies.

There are three banks.

There are ten churches in the city. The Roman Catholic Cathedral is an imposing structure. The Church of England Cathedral is also a fine edifice, in fact a gem in Gothic architecture. There are three Wesleyan churches, one Presbyterian church, three Church of England, and three Roman Catholic churches, and one Congregational church.

The most important public edifices, in addition to the Cathedrals and churches, are : Government House, the residence of the governor, a plain but substantial and commodious stone building, which cost £30,000 sterling when erected in 1822 ; the House of Assembly, in which the Legislature holds its sittings and where are the government offices ; the Union and Commercial banks ; the Lunatic Asylum ; the Public Hospital, Market-house, and Court-House ; Roman Catholic college and convents ; Episcopalian, Wesleyan, and General Protestant academies ; Roman Catholic and Episcopalian orphan asylums ; the Athenæum ; St. Patrick's Hall ; Star of the Sea Hall ; Total Abstinence Hall.

Eighteen life, fire, and marine insurance companies have agencies in St. John's.

The joint stock companies are : The St. John's Gas Light Company, General Water Company, Floating Dry Dock Company, Colonial Cordage Company, Boot & Shoe Facer Company, St. John's Steam Tug Company.

The city has two saw mills, two furniture factories, two machine shops, one gas manufactory, three iron foundries, one distillery, two breweries, four bakeries by machinery, one patent slip, one floating dock, one tannery, one boot and shoe factory, two tobacco factories, one soap and candle works, one rope, twine, and net factory.

Of the literary institutions, the St. John's Athenæum has a library containing 7,000 volumes, and a reading-room well supplied with British and American newspapers and periodicals ; the Academy has a reading-room and library, and the City and Metropolitan Clubs have reading-rooms.

The newspapers published in St. John's are the " Daily Evening Tele-

gram," "Daily Evening Colonist," and the "Daily Evening Herald;" the "Advocate," tri-weekly; the "Newfoundlander," and the "Times," bi-weekly; the "Patriot," and the "Royal Gazette," weekly. Of these newspapers, the "Royal Gazette" is the oldest, having been established in 1806.

The large mercantile establishments issue supplies on a large scale for the prosecution of the seal and cod fisheries and collect and export fish and oil. The codfish are chiefly sent to Great Britain, Spain, Portugal, Italy, the West Indies, and Brazil. The seal oil and the seal skins are mainly exported to Britain.

The great bulk of the imports of the colony arrives at the port of St. John's.

In addition to the large mercantile establishments there are a large number of handsome retail shops.

The average number of vessels entering the port annually is 1,500, having a burden of 270,000 tons. The number of sailing-vessels clearing from port for the seal fisheries each year was once very great, but of late years these have been largely superseded by steamers. Eighteen powerful steamers now leave St. John's each year for the seal fishery March 10, or soon after.



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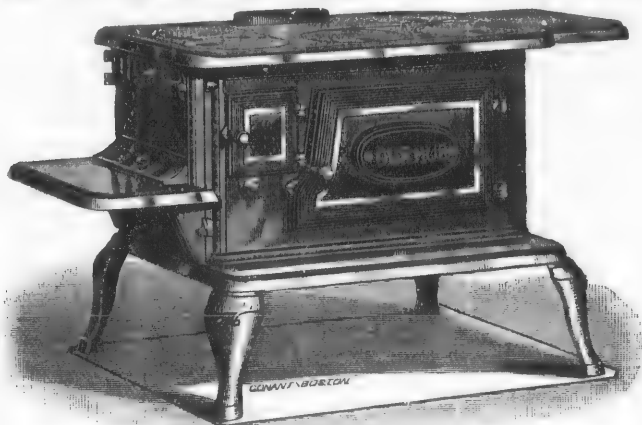
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